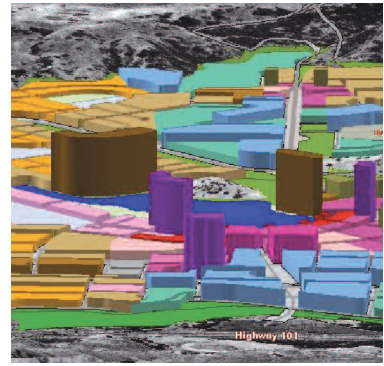


SECTION  
**5**  
**LAND USE  
AND URBAN  
DESIGN:**  
WHERE PEOPLE LIVE,  
WORK, PLAY & LEARN?



## CVSP LAND USE MAP

### Introduction

The land use plan for the *Coyote Valley Specific Plan* is designed to achieve the City Council's Vision and Expected Outcomes and the Specific Plan's Guiding Principles described previously. The land use plan was developed after evaluating a series of plan alternatives during the preparation of the Plan. It reflects the vision of a mixed-use transit-oriented community with viable industry-driving enterprises and vibrant residential and commercial uses. In combination with the land use and design policies of the specific plan, the Coyote Valley Specific Plan seeks to ensure that new development would be compatible with existing adjacent neighborhoods.

### Integrating Sustainable Land Uses

The CVSP is unique in its mix of very large scale, urban density, and finely grained integration of uses. CVSP has a projected population of about 70,000 residents, 50,000 employees in industry driving jobs, and an array of public and private support services, enterprises, entertainments, cultural endeavors, and community associations that make up any thriving real community. While this new community is a large urban component of the greater San José Metropolitan Area, it is nonetheless a self sufficient, balanced community.

The proposed land uses for Coyote Valley reflect a symbiotic relationship between this new community and the region as a whole, in terms of its contribution to, and dependency on the region. This relationship is summarized as follows:

***CVSP does not include land use designations for a car dealerships, and regional malls or Big Box/Outlet centers.***

These very large, land consuming, retail enterprises are built upon serving entire

metropolitan regions (or at least 250,000 population market radii) through private automobile access to their vast and highly visible parking fields. CVSP's high overall density, commitment to efficient land use, and pedestrian/transit orientation is anathema to this use and retail typology. Nevertheless, this use is well represented in the region and CVSP recognizes that so long as these typologies remain such a powerful retailing mode, they would supply CVSP population with their particular products.

While CVSP does not depend on these typologies, it welcomes alternative, more urban and mixed use approaches to this same large-scale regional retailing (e.g. Best Buy at Santana Row; Multi-floored urban auto showrooms along Van Ness Avenue in San Francisco).

***Urban designers note:*** *In the last 25 years, enclosed suburban malls have languished, losing customers to both big box and outlet centers (Gilroy) and new or revitalized "urban place retailing" (e.g. Santana Row, Walnut Creek). In the next 25 years, as Coyote Valley develops, Big Box retailing may well lose to internet/home delivery marketing. This marketing approach may be very conducive to urban place retailing where showrooms demonstrate larger items but products are delivered from warehouses offsite. Pre World War II, home delivery was prevalent in all aspects of retailing. It lost to "cash and carry" convenience made possible by the automobile. Computer sorting and scheduling and the Internet would potentially swing this pendulum back. Even though initial dot.com attempts may have failed, technologies are available and even mainstream grocers like Safeway offer this service. In Chapter 6 we discuss further the need for convenient, reliable goods delivery as a key component to transit use.*

# SECTION 5

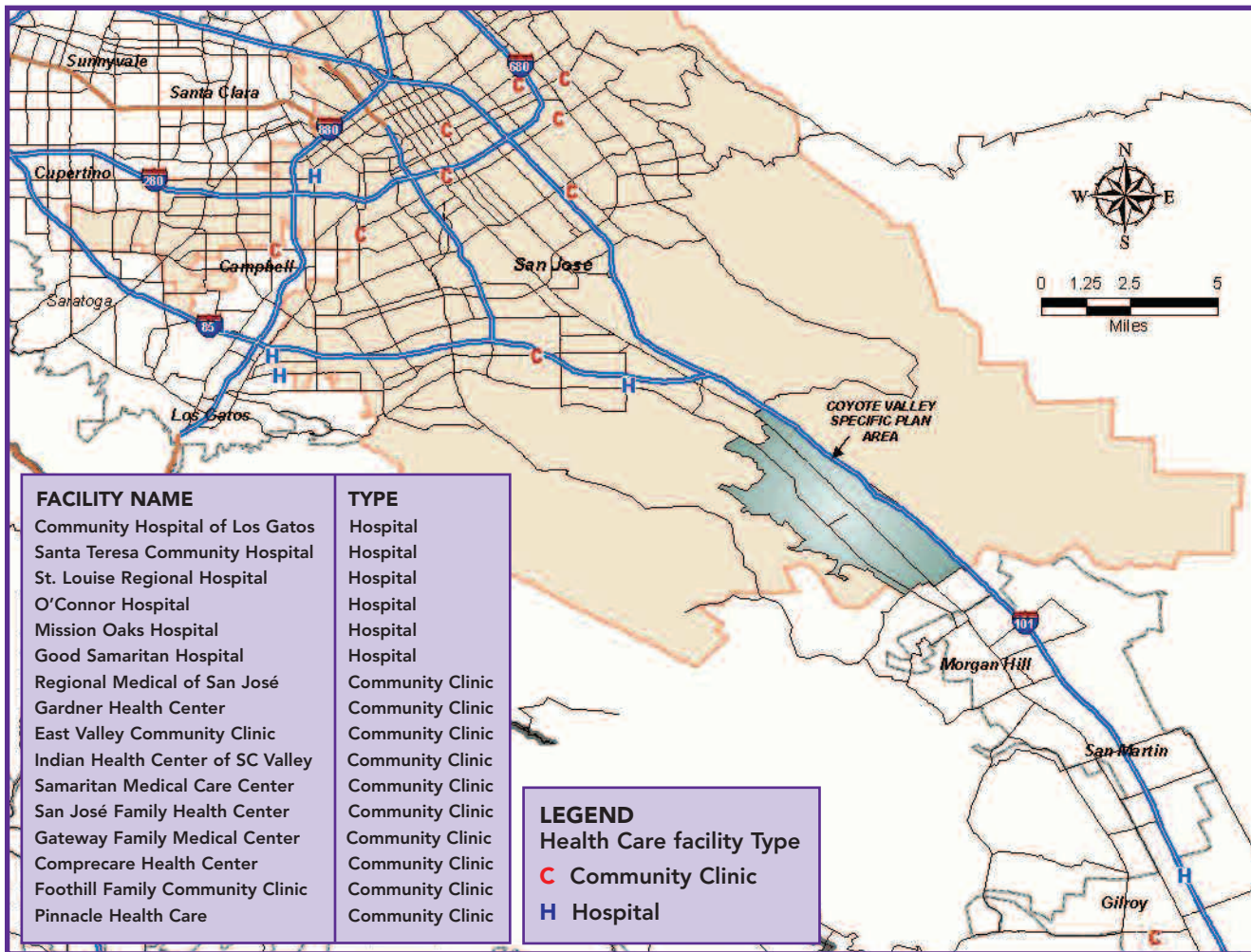
## LAND USE & URBAN DESIGN

### CVSP LAND USE MAP Page 53

### ILLUSTRATIVE PLAN AND DEVELOPMENT PROGRAM Page 62

### PLANNING AREAS Page 63



**FIGURE 10: EXISTING MEDICAL FACILITIES**

***CVSP does not include land use designations for large scale warehousing and heavy industry.***

The City of San José has ample land for these uses and in fact, like most mature urban areas, has significant surplus and now underutilized heavy Industrial and large scale warehousing lands as a result of both of these functions either leaving the region altogether, or going way out to highway confluences in rural areas (i.e.: Tracy's I-680/I-580/I-5 triangle).

CVSP does not include a designated site for a hospital. However, the CVSP does include within both mixed-use and workplace uses, ample public or private opportunity for medical clinics, medical office buildings, outpatient surgery centers, trauma center, and other health related services.

***CVSP does not include metropolitan scale arena's, museums, or performing arts facilities.***

In terms of land use, CVSP is conceived as symbiotic with Downtown San José. Downtown San José is the political, professional, cultural, and physical center of the South Bay metropolis. It is the appropriate venue for region wide attractors (stadiums, regional arts and performance facilities, regional mega-retail, regional/national museums). While the CVSP would have a vital mixed-use restaurant, entertainment, and community performing arts Coyote Core District, it does not have the regional draw capacity of Downtown San José.

***CVSP does provide for industry-driving workspace in excess of what would balance with its housing.***

A simple examination of Silicon Valley's current land uses graphically illustrates what commuters in San José experience every day. The vast majority of housing is south of Downtown, while the vast majority of industry driving jobs is north of Downtown. The City has had long-standing policies, zoning designations and development strategies to correct this imbalance. By City policy, CVSP is required to provide space for 50,000 industry-driving jobs. These are the kind of jobs that add wealth to the whole region and provide enhanced career opportunities for all the metropolitan area's residents. Their location to the

south of San José's existing housing stock is part of a deliberate strategy to ease the current single directional commute pattern and make use of the excess transportation network capacity available southbound in the morning and northbound in the evening.

***CVSP does provide a unique "place based" integrated community center within proximity to the Lake, parks and open space. The CVSP, at its core, is an urban/lakeshore/park/open space place like no other in the Silicon Valley.***

Unlike most cities of its size, San José and Silicon Valley did not originate at a land to water transportation interface. Starting in the middle of a large flat valley as a land based crossroads and agricultural processing center, Silicon Valley experienced most of its growth during the automobile epoch. Today the Valley is virtually filled. The urban quality of Downtown does not have the kind of immediate adjacent counterpoint of a large river or bayfront that San Francisco, San Diego, Seattle, Chicago, New York or Portland has.

In Coyote Valley, sidewalk cafes overlook an urban, hard edge lakeshore across the 55-acre lake to Spreckels Hill Park and its direct link to the western hills and Santa Cruz Mountains. Nowhere else in Silicon Valley is this kind of urban living so close to natural open space. This quality is one of CVSP's most important contributions to the richness of life in the South Bay.

***Through its land use designations, the CVSP attempts to achieve a vibrant healthy community that includes an integrated mix of the widest variety of uses, all within pedestrian, bicycle or transit proximity.*** At the same time it is intended to serve such social values as: enhancing children's awareness and at least a limited understanding of adult work; establishing a sociable public realm where people of different incomes, ages, and walks of life are in random, frequent,

and pleasant contact; creating an awareness that the caregiver, service provider, clerk, business associate, or policy maker is a neighbor.

The Specific Plan land uses are also meant to serve the following performance and transportation infrastructure needs such as the following:

Land uses, such as biotechnology sites and others involved in the handling of hazardous wastes, are deliberately segregated from residential areas and children on the basis of the following performance standards:

- Land uses that involve production, handling, or disposal of potentially hazardous or biologically dangerous materials are only allowed in zones more than 1,000 feet from residential areas or mixed-use areas that include residential uses, and where the measured ground water table is at least 10 feet below the building surface.
- "Noise-Smell-Earth Vibration-Late Hours" criteria prohibit residential development in the area northwest of Coyote Valley Parkway and northeast of Santa Teresa Boulevard due to impacts from the Metcalf Energy Center.
- Uses producing noxious or inordinate amounts of noise, smell or earth vibration are allowed by use permit with approved mitigations. Uses that produce late night noise and or public gatherings (i.e. night clubs, cinemas etc.) are only allowed by use permit within 300 feet of protected residential zones.

Land use is tightly interwoven with transportation elements. Therefore, land uses surrounding the following elements should reflect their function:

- **Transit**—CVSP generally prescribes higher densities and more mixed uses in proximity to the fixed guideway transit network.

- **District Parking**—CVSP prescribes specific district parking zones in the Coyote Core District, the Bailey Avenue Gateway District, and the Santa Teresa Boulevard District. In these districts, commercial and office private parking is limited, and properties must pay into an overall parking district fund for shared use structured parking.

On the basis of the Guiding Principles set forth in the CVSP, the Land Use Plan establishes the distribution, location and extent of land uses within Coyote Valley. Through a combination of this Land Use Plan and the Form Based Zoning for Coyote Valley, the desired form, scale and character of future development is established. The CVSP has been divided into 12 Planning Areas, each with its own distinct opportunities and constraints (see Appendix 6, the Planning Areas Detail), and obligations for Public Realm dedications for Infrastructure improvements by parcel.

To achieve the intent of the Guiding Principles, 18 land use designations have been formulated for the plan. The precise treatment of each of these land use designation is fully described below. Additional ideas for refinement are also provided in Appendix 6. Table 3 provides a summary of the range and intensity of uses within each of the land use designations, and Figure 11 illustrates the land use map with the following designations:

## **1. Residential**

- a. **Low Density: (5-10 DU/AC).** Lots ranging from about 4,000 square feet to 8,000 square feet typify this density range. This density range would provide opportunities for the creation of single-family lots that would function as transitions between the existing large lot estate lots in Planning Areas A and L and the new higher urban densities. This designation is only used in very limited locations, as the City Council's Vision and Expected

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**TABLE 4: LAND USE MATRIX (Based on Project Description Land Use Plan)**

Land Use	Typologies	Net Density DU/AC	Floor Area Ratio	Gross Acres	Max. Units	Maximum Com. Bldg. Area (Sq. Ft.)	Maximum Ind. Bldg. Area (Sq. Ft.)	Height	Stories
<b>Residential</b>									
Low Density Residential	R6	5-10	N/A	151	355	N/A	N/A	30	2.5
Medium Density Residential	R7/R8/R9	10-20	N/A	659	6,394	N/A	N/A	35	2.5/3
Medium-High Density Residential	R4/R5	20-45	N/A	463	10,467	N/A	N/A	45	3
High Density Residential	R3	45-65	N/A	105	3,889	N/A	N/A	60	4.5
Mid-Rise Residential	R2	75-100	N/A	16	1,176	N/A	N/A	120	10
Hi-Rise Residential	R1	100+	N/A	8	372	N/A	N/A	265	20+
				<b>1,402</b>	<b>22,653</b>				
<b>Commercial</b>									
Neighborhood Commercial	LR	N/A		37	N/A	317,100	N/A	45	1-3
Core/Regional Commercial	RR	N/A		8	N/A	202,500	N/A	45	1-3
				<b>45</b>		<b>519,600</b>			
<b>Industrial/Workplace</b>									
Research and Development	W4	N/A	0.20-0.30	8	N/A	N/A	97,636	20	1
Support Industrial	W9/W10	N/A	0.20-0.30	27	N/A	N/A	135,020	20	1
Campus Industrial	W1/W3	N/A	0.30-0.40	296	N/A	N/A	3,484,307	25/50	2/4
Industrial Park/Office	W2/W5	N/A	1.00-1.50	222	N/A	N/A	7,092,832	65/85	4/7
Professional/Administrative Office	W6/W7/W8	N/A	1.75-9.00	11	N/A	N/A	1,329,947	50/85/240	4/7/20
				<b>564</b>			<b>12,139,743</b>		
<b>Mixed-Use</b>									
Live Work/Loft (MU1)	M1/M3	N/A	1.40-1.75	13	311	0	155,500	75	6
Office over Commercial (MU2)	M4/M5	N/A	0.40-1.75	49	0	708,294	2,493,700	45	4
Residential over Opt. Office (MU3)	M8/M9	N/A	1.00-1.40	62	1,862	0	135,900	45	4
Residential over Commercial (MU4)	M6/M7	N/A	1.35-1.75	72	1,310	351,788	0	45	4
Hi-Rise Residential over Office (MU5)	M2	N/A	3.50+	3	258	0	100,500	265	20+
				<b>199</b>	<b>3,741</b>	<b>1,060,082</b>	<b>2,885,600</b>		
<b>TOTAL</b>					<b>26,394</b>	<b>1,579,682</b>	<b>15,025,342</b>		

Outcomes for CVSP recommended a minimum residential density of ten units per acre. However, to preserve the integrity of the existing neighborhoods it has been necessary to include the low-density designation as a transition zone around these neighborhoods.

**b. Medium Density: (10-20 DU/AC).**

This density is typified by three types of single-family detached residences: Two-story single family detached residences, two- and three-story single family detached cluster or patio homes, and, three-story single-family detached cluster residences. The medium density designation is used throughout the Plan in transition areas between higher intensity uses and open space areas. This density range is found adjacent to Coyote Creek County Park, in proximity to the Western Hills, the realigned Fisher Creek, the Coyote Valley Parkway, the existing residential estate subdivisions in Planning areas A and L, and in proximity to the South Coyote Valley Greenbelt.

**c. Medium-High Density: (30-45 DU/AC).**

A broad mix of three-story town houses, apartments and condominiums with private garages and/or surface parking typifies this density. This density is typically located as a transition between lower density single-family detached residences and high-density residential product types, mixed-use and workplace locations. This density range provides the largest number of residential units in the CVSP, approximately 40 percent.

**d. High Density: (45-60 DU/AC).** Four-story wood-frame apartments and condominiums over or adjacent to structured parking typify this density range. This density is generally found between Coyote Valley Boulevard and the railroad where intervening parking structures can provide sound buffers to the railroad. This density is

also located near mixed-use centers and in proximity to the Santa Teresa Boulevard mixed-use and fixed guideway transit corridor south of the Lake. Under this designation neighborhood-serving commercial uses are encouraged.

**e. Mid-Rise Residential: (75-100 DU/AC).**

This density is typified by five to nine-story residential structures with parking provided within the structure. Under this designation neighborhood-serving commercial uses are encouraged. This is one of CVSP's highest urban densities and is found near Coyote Valley Boulevard and Coyote Valley Parkway and the four-lane collector street in Planning Area F, north of the Coyote Core. This density is also found near the intersection of Santa Teresa Boulevard and Bailey Avenue, and to a limited extent along Santa Teresa Boulevard south of the Central Commons. It is also found as a gateway element along Bailey Avenue as it approaches Spreckels Hill from the east. This density would provide visual identities in the Plan.

**f. High-Rise Residential: (100+ DU/AC).**

This density is typified by 22-story, high-rise high-amenity/luxury residential towers, with parking within the structure. This is CVSP's highest density and is found on the westerly edge of the Lake near Spreckels Hill and on the southern shore of the Lake. Under this designation neighborhood-serving commercial uses are also encouraged. These lakeside high-rise residential towers would generally provide their own amenities, but would be able to enjoy the excitement of the Coyote Core and the natural open spaces around the Lake.

## **2. Commercial**

**a. Neighborhood Commercial.** The neighborhood commercial designation is typified by small shopping centers

of a neighborhood and community scale. Typical uses in this designation include retail and service establishments including supermarkets, gas stations, restaurants, general retail, personal service uses, and apparel. This designation is predominantly found in the areas north and south of Bailey Avenue (east of the Coyote Core area), east of Monterey Road, and around Santa Teresa Boulevard and Coyote Valley Parkway.

**b. Coyote Core/Regional Commercial.**

The Coyote Core/Regional Commercial designation is intended to allow for an assortment of commercial uses that appeal to a more regional clientele such as large grocery and specialty stores, drug stores, hotels, multiplex cinema and theaters, restaurants, entertainment, clubs and other retailers. This designation is typically around the Lake, as well as along the fixed guideway transit line between the Lake and the Coyote Station.

## **3. Industrial/Workplace**

**a. Research and Development (0.2-0.3 FAR).** The Research and Development designation is typified by an assortment of industrial activities including research, laboratory, product development and testing, engineering and sales activities and any other basic research functions leading to new product development. Manufacturing facilities would be limited to pilot plant operations for construction and testing of prototype products. Biotechnology uses would also be allowed in this category, subject to specific criteria regarding maintaining a minimum 1,000 foot separation to residential, daycare, or educational uses and with appropriate safeguards to the groundwater sub-basin. The floor area ratio of these buildings is expected to range from 0.2 to 0.3. The buildings are anticipated to be one-story with on-site surface parking. Research and Development



uses are located west of UPRR south of the Metcalf Energy Center, east of the existing IBM facility and northwesterly of Bailey Avenue at the end of the westerly fixed guideway transit line.

**b. Support Industrial (0.2-0.3 FAR).**

One-story buildings with surface parking and floor area ratios of 0.2 to 0.3 typify this designation. This designation provides for light industrial and manufacturing uses such as warehousing, wholesaling, recycling and light industrial, service industrial and light manufacturing uses. It also allows service establishments that serve only employees of businesses located within the immediate industrial area. This designation would allow for CVSP's fixed guideway transit vehicle storage yard and any necessary municipal storage yards for the City and Morgan Hill Unified School District. Support Industrial uses are found on the west side of the UPRR south of the Metcalf Energy Center.

**c. Campus Industrial (0.3-0.4 FAR).**

Campus Industrial is typified by two- to four-story corporate and high technology office uses with floor area ratios of 0.3 to 0.4. This industrial designation allows for a unique campus design concept that takes advantage of the sites natural surroundings and incorporates a substantial amount of landscaping and natural open space. The campus corporate workplace buildings are clustered around pedestrian ways with surface parking located behind the buildings to ensure that the workplace remains pedestrian and transit-friendly. These areas may also contain a limited amount of supportive and compatible commercial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees within the immediate industrial area. The uses in this designation are industrial research and development,

administration, marketing, assembly and manufacturing. Warehousing is allowed only when strictly ancillary to the primary uses.

**d. Industrial Park/Office (1.0-1.5 FAR).**

Industrial Park/Office is typified by four- to seven-story corporate technology and office buildings with on-site structured parking with floor area ratios of 0.4 to 1.50. This designation is intended for a wide variety of industrial users such as research and development, light manufacturing, testing and offices. These areas may also contain a limited amount of supportive and compatible commercial uses (such as restaurants, small gift shop/pharmacies, post office, small take-out salad/sandwich shops, coffee shops, cafes, etc.), when those uses are of a scale and design providing support only to the needs of businesses and their employees within the immediate industrial area. These commercial uses should be located within a larger industrial building to protect the character of the area and provide an integrated building mass. The higher density workplaces, seven-stories, are located on either side of Bailey Avenue between Monterey Road and Coyote Valley Boulevard as the signature gateway entering Coyote Valley from U.S.101. The predominant workplace uses in this land use would be four-stories. These are located at the three entries into the Valley from U.S.101, along Bailey Avenue and in proximity to IBM, and along Santa Teresa Boulevard south of the Lake and at the southern intersection of Santa Teresa Boulevard and Coyote Valley Parkway.

**e. Professional/Administrative Office (1.75-9.0 FAR).**

Professional/Administrative Office is typified by downtown professional office and services uses in buildings ranging from four to twenty-stories with floor area ratios ranging from 1.75 to 9.0.

These professional office uses would typically be served by off-site district parking structures. These professional/office uses are predominantly found flanking Bailey Avenue west of Coyote Valley Boulevard. The corporate workplace center at Santa Teresa Boulevard and Coyote Valley Parkway is typified by four-story office buildings, creating a transition to the adjacent residential estate neighborhood.

#### **4. Mixed-Use Areas**

**a. Live Work/Loft (MU1).**

The Mixed-Use 1 designation is typified by six-story Live Work loft/town homes with district parking for jobs and on-site parking for residences. These uses would have floor area ratios of between 1.40 and 1.75. The Mixed Use 1 designation is intended to provide a concentration of workers and residents within proximity to the fixed guideway transit, a neighborhood park and the Coyote Core area.

**b. Office Over Commercial (MU2).**

Three floors of office over either Neighborhood or Regional Commercial typify this mixed-use designation. The predominance of this designation is found in relation to Regional Commercial areas. In these areas, floor area ratios would be in the realm of 1.75. Parking in these areas would all be located in district shared parking structures. This mixed-use designation is found predominately in the Coyote Core and then southerly along the Santa Teresa Boulevard fixed guideway transit corridor between the Coyote Core and Coyote Valley Parkway. The commercial component of this designation would not necessarily be retail uses, but could include service uses, community center, libraries, real estate agents, financial institutions, cafes and bookstores.

In areas with Neighborhood Commercial the floor area ratio would be .04. In these areas, parking would

be either on-site surface parking or on-street parking. These areas are located in small neighborhood mixed-use centers that provide transitions between workplace locations and residential development, i.e. east of Monterey Road and between the workplace center and Fisher Creek in Planning Area K. The commercial component of this designation would not necessarily be retail uses, but could include neighborhood service uses such as hair salons, pharmacies, dry cleaners, cafes and bookstores.

- c. Residential Over Optional Office/Commercial (MU3).** Two or three floors of residential over optional office or commercial typify this mixed-use designation. These areas could transition over time to office uses, as the need grows. The floor area ratios for these areas would be between 1.00 and 1.90. Parking for this designation would include all residential parking within the structures and office parking on the street. These areas are predominately located behind the higher density mixed-use areas along Coyote Valley Boulevard south of the Central Commons perimeter streets, facing the Central Commons on either side of Santa Teresa Boulevard, as part of the transit village in Planning Area K, and in Planning Area C around the Hamlet.

- d. Residential Over Commercial/Retail (MU4).** Three or four floors of residential over either Neighborhood or Regional Commercial typify this mixed-use designation. The floor area ratios

range from 1.35 to 1.75. All residential parking is provided within the buildings. Parking for Regional Commercial would be located in shared district parking structures or on-street parking; Neighborhood Commercial parking would be either surface parking or on-street parking. The areas with Regional Commercial would be predominately located in the Coyote Core, including along the retail “Main Street”, on either side of Bailey Avenue west of Santa Teresa Boulevard. The areas with Neighborhood Commercial would be found along either side of Coyote Valley Boulevard south of the Central Commons and on either side of the fixed guideway transit corridor north of the collector street in Planning Area F.

- e. High-Rise Residential Over Office (MU5).** This designation provides for 18 floors of residential over four floors of office. The floor area ratio is 3.6. This provides for on-site structured parking for residents and shared district parking for the office users. This designation is located near the Lake in the Coyote Core and along Santa Teresa Boulevard south of the Lake.

## **5. Public Park /Open Space**

Public Park and Open Space should be provided within the Coyote Valley area consistent with the requirements of the City’s Parklands Dedication Ordinance/ Park Impact Ordinances as a minimum requirement. These new parklands should primarily serve the residents and workers living and visiting the Coyote Valley area.

The specific land use plan identifies potential public park locations and configurations that should provide existing and future residents, employees, and transit users adequate access to parks and open space. While these sites and their configurations were selected for optimum proximity to new residents and other users, they do not preclude the City from considering other park locations and configurations that achieve the parkland goals and objectives of the Coyote Valley Specific Plan. The proposed locations and configurations of parklands may vary based on: the ability of the development community to fund parkland acquisitions in a timely manner; the timing, density, and location of new residential development leading to the dedication of parkland; and the opportunities that might arise for acquisition of individual properties on the open market.

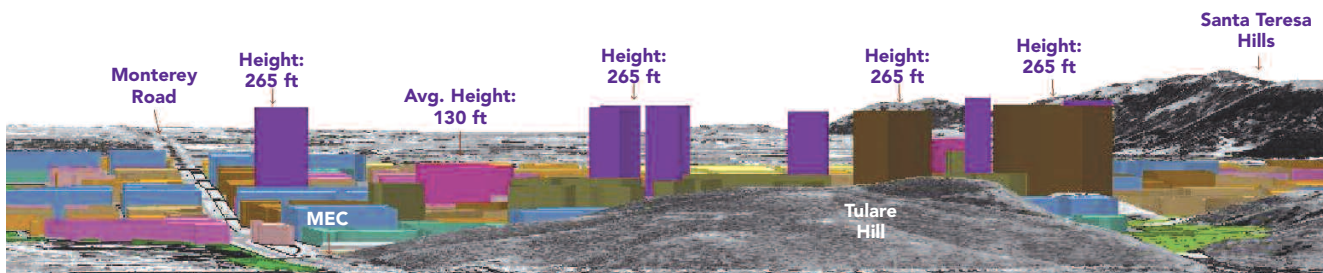
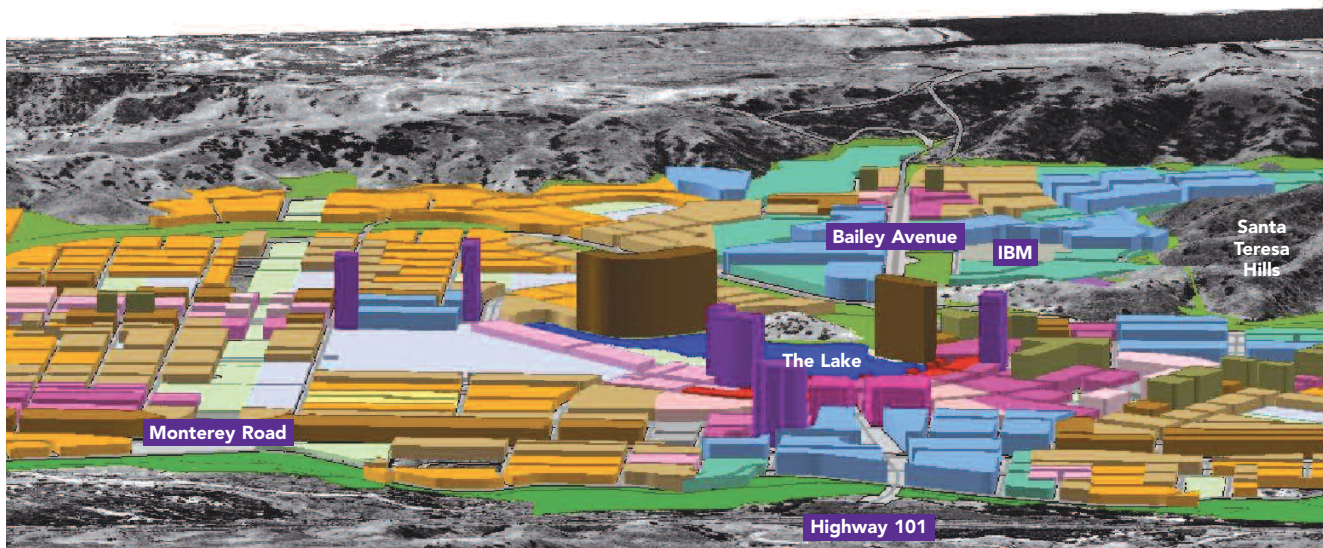
Wherever parklands are located, all new public parks should be bordered by public streets to ensure maximum public access, consistent with long-standing City policies (including the General Plan). Parks should provide a key organizing element for new Coyote Valley neighborhoods, and they should be located and designed to help provide neighborhood cohesion and a focus of activity for new residents.

## **6. Public/Quasi Public**

This category is used to identify public land uses, such as schools or lands owned by public agencies.

**ILLUSTRATIVE PLAN AND DEVELOPMENT PROGRAM**

The illustrative plan (Figure 12) illustrates how Coyote Valley could potentially build out in conformance with the City Council's Vision and the Guiding Principles of the plan. It indicates only one potential development scenario, and the actual build out would probably vary from this illustrative. As envisioned by the illustrative plan, full buildout would include 26,394 new residential units, 1,579,682 square feet of commercial use, and 15,025,342 square feet of industrial/workplace use.

**FIGURE 13: LAND USE DENSITIES AND INTENSITIES****FIGURE 14: MAXIMUM HEIGHTS**



## PLANNING AREAS

The urban areas of the CVSP have been divided into 12 Planning Areas, A to L, to facilitate an understanding of its scale and complexity. The Planning Areas (Figure 15) reflect a diversity of neighborhoods, and are more fully described in Appendix 6, the Planning Areas Detail. In the Planning Areas Detail, Planning Areas are broken up into the following six major sections each of which is discussed comprehensively:

- Urban Design Overview
- Response to Existing Environmental Footprint
- Public Realm
- Non-Vehicular Circulation
- Private Realm
- Urban Form

FIGURE 15: PLANNING AREAS DIAGRAM

